

EXAMINER'S AMENDMENT

1. An examiner's amendment to the record appears below. Should the changes and/or additions be unacceptable to applicant, an amendment may be filed as provided by 37 CFR 1.312. To ensure consideration of such an amendment, it **MUST** be submitted no later than the payment of the issue fee.

Authorization for this examiner's amendment was given in a telephone interview with Wayne Carroll on 3/23/2009.

The application has been amended as follows:

1. (Currently Amended) A pantographic hinge device comprising: a housing module having two end regions and an open side; rotatable shaft sections projecting from the two end regions of said housing module; and
a coupling mechanism module separate from the housing module comprising: an elongated support having longitudinal ends; two pulleys rotatably held at the longitudinal ends of the elongated support and configured to mate with the rotatable shaft sections in the housing module; and
a pulley belt coupled to the two pulleys;
wherein the coupling mechanism module is configured for insertion into said open side of said housing module to thereby rotationally couple the rotatable shaft sections to one another, and wherein the two pulleys are each configured to be coupled to at least one of the rotatable shaft sections;

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wherein the housing module with the rotatable shaft sections includes structural support configured to support a vehicle door separate from the coupling mechanism module during a painting process.

2. (Previously presented) The hinge device according to claim 1, wherein the two shaft sections coaxially project on opposite sides of the housing module at each end of the arm.

3. (Previously presented) The hinge device according to claim 1, wherein the shaft sections are connected to the coupling mechanism module by a groove and tongue arrangement fixed against rotation.

4. (Previously presented) The hinge device according to claim 3, wherein the groove and tongue are secured by a pin traversing both.

5. (Previously presented) The hinge device according to claim 1, wherein each pulley is configured for a direct connection to one of the shaft sections.

6. (canceled)

7. (Previously presented) The hinge device according to claim 1, wherein a rear panel of the coupling mechanism module at least partially covers the open side.

8. (Previously presented) The hinge device according to claim 1, further comprising a cap part configured to fit over the open side and surfaces of the housing module and cover the open side.

9. (Currently Amended) A motor vehicle, comprising: a door of the motor vehicle, a body of the motor vehicle; and a pantographic hinge device connecting the door and the body, the hinge device having an arm comprising: a housing module having two end

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regions and an open side; rotatable shaft sections projecting from the two end regions of said housing module to thereby couple the housing module to the door and the body of the motor vehicle; and a coupling mechanism module separate from the housing module comprising: an elongated support having longitudinal ends; two pulleys rotatably held at the longitudinal ends of the elongated support; and a pulley belt coupled to the two pulleys; wherein the coupling mechanism module is configured for insertion into said open side of said housing module to thereby rotationally couple the rotatable shaft sections to one another, wherein two pulleys are each configured to be coupled to at least one of the rotatable shaft sections, and wherein the rotatable shaft sections comprise a first set and a second set of rotatable shaft sections projecting from the two end regions of said housing module, respectively, wherein the housing module with the rotatable shaft sections includes structural support configured to support the door separate from the coupling mechanism module during a painting process.

10. (Currently Amended) A method for producing a motor vehicle, in which an arm connects a door to a body of the motor vehicle wherein the arm comprises a housing module having two end regions and an open side, rotatable shaft sections projecting from the two end regions of the housing module, and a coupling mechanism module separate from the housing module comprising: an elongated support having longitudinal ends; two pulleys rotatably held at the longitudinal ends of the elongated support; and a pulley belt coupled to the two pulleys; wherein the coupling mechanism module is configured for insertion into the open side of said housing module, and wherein the housing module with the rotatable shaft sections includes structural support

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configured to support the door separate from the coupling mechanism module during a painting process the method comprising the steps of: fastening the door to the body of the motor vehicle with the housing module of the arm; painting the body and the door fastened thereto; and after the painting step, subsequently inserting the coupling mechanism module into the housing module to thereby rotationally couple the rotatable shaft sections to one another.

11. (Previously presented) The method according to claim 10, wherein between the painting and inserting steps the door is separated from the body and internal fittings are attached in the body, and wherein after attachment of the internal fittings the door and body are connected again.

12. (Previously presented) The hinge device of claim 1 wherein the pantographic hinge device is configured for coupling a vehicle door to a vehicle frame.

13. (Previously presented) The hinge device of claim 12 wherein the rotatable shaft sections comprise a first set and a second set of rotatable shaft sections projecting from the two end regions of said housing module, respectively, wherein the first set of rotatable shaft sections are configured to couple the housing module to the vehicle door and the second set of rotatable shaft sections are configured to couple the housing module to the vehicle frame.

14. (Previously presented) A motor vehicle according to claim 9 wherein the two pulleys each have a slotted journal which are maintained parallel to one another by the coupling mechanism module.

15. (Previously presented) A motor vehicle according to claim 9, wherein the housing module has an upper side support and a lower side support, connected together through an outer side support, together forming an interior of the housing module and also forming the open side opposite the outer side support.

16. (Previously presented) A motor vehicle according to claim 15 wherein the first set and the second set of rotatable shaft sections each extend through the upper side support into the interior of the housing module, and through the lower side support into the interior of the housing module, and wherein the rotatable shaft sections each comprise a tongue that projects into the interior of the housing module.

17. (Previously presented) A motor vehicle according to claim 15, wherein the first set and the second set of rotatable shaft sections each comprise an upper portion and a lower portion, with the upper portion of the first and second rotatable shaft sections rotatably mounted in the upper side support of the housing module, and the lower portion of the first and second rotatable shaft sections rotatably mounted in the lower side support of the housing module.

18. (Previously presented) A motor vehicle according to claim 17 wherein the upper and lower portion of the first set of rotatable shaft sections are coupled together through one of the pulleys in the coupling mechanism and wherein the upper and lower portion of the second set of rotatable shaft sections are coupled together through the other one of the pulleys in the coupling mechanism.

19. (Currently Amended) A motor vehicle according to claim 15 wherein the coupling mechanism module further comprises a rear panel support having two

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longitudinal ends, the rear panel support covering at least a portion of the open side, and wherein the two pulleys are rotatably coupled to the two longitudinal ends of the rear panel support.

20. (Previously presented) A motor vehicle according to claim 19 wherein the upper side support and lower side support of the housing module are substantially parallel and have supports for screws to mount the coupling mechanism module, and wherein the rear support panel has openings for the screws to mount the coupling mechanism module to the housing module.

Reasons for Allowance

2. The following is an examiner's statement of reasons for allowance: The addition of the limitations of the housing module with the rotatable shaft sections structurally supporting a vehicle door separate from the coupling mechanism module during a painting process in combination with the other limitations of the claim distinguishes over the prior art, particularly Tatter (US 3,016,261). The prior art teaches a coupling mechanism that is built inside the housing, and is required for supporting the vehicle door. It is further noted that the shaft elements of '261 would not be capable of supporting the door element without the presence of the coupling mechanism, as the coupling mechanism is integrated with the shafts, therefore, removal of the coupling mechanism as taught by Applicant, would remove the support for the vehicle door of '261.

3. Any comments considered necessary by applicant must be submitted no later than the payment of the issue fee and, to avoid processing delays, should preferably accompany the issue fee. Such submissions should be clearly labeled "Comments on Statement of Reasons for Allowance."

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Conclusion

Any inquiry concerning this communication or earlier communications from the examiner should be directed to Jeffrey O'Brien whose telephone number is (571)270-3655. The examiner can normally be reached on Monday through Friday 8:00am-5:30pm EST.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Victor Batson can be reached on 571-272-6987. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free). If you would like assistance from a USPTO Customer Service Representative or access to the automated information system, call 800-786-9199 (IN USA OR CANADA) or 571-272-1000.

/Victor Batson/
Supervisory Patent Examiner, Art Unit 3677

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